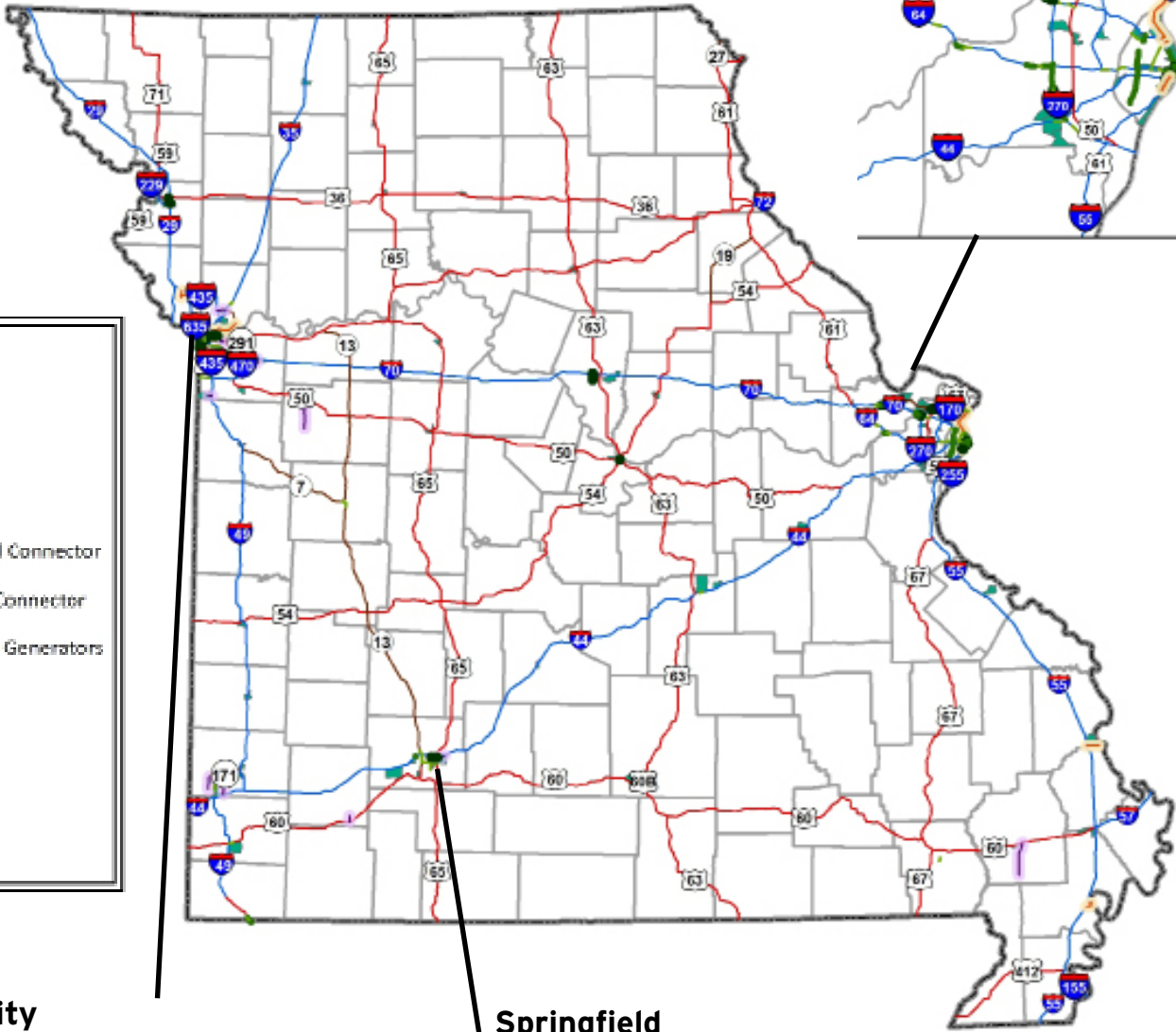
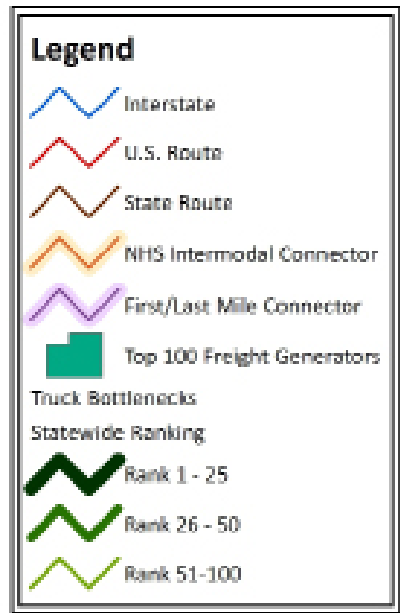


Missouri National Highway System >>



A Vision for Missouri's Freight Transportation Future >>



Building on MoDOT's long range plan, which established the vision for Missouri transportation, and through collaboration with freight partners, MoDOT has developed a State Freight Plan. The plan describes Missouri's existing freight system, establishes goals and strategies for updating the system over the next 10+ years, and will guide future investments in transportation and prioritize freight projects that will provide the most economic benefits to the state.

Freight is a critical element in the Missouri economy and it's important to have a plan to make sure we keep freight - and the Missouri economy - moving smoothly. Missouri's freight transportation system is how products such as soybeans and aviation parts are transported around the world. Making smart investments can help to provide better options for Missouri businesses to get their products to markets. An improved freight transportation system can also lower transportation costs.

Trucks are, and will likely remain for the foreseeable future, the predominant mode for moving freight across Missouri due to their speed, reliability, and flexibility.

There are a number of critical issues and trends that offer both opportunities and challenges for freight movement on Missouri highways. These include funding for transportation and its impact on trucking costs; urban congestion and bottlenecks; labor issues; security requirements; size and weight restrictions, and their effect on efficiency; hours of service; cell phone usage; intelligent transportation systems; intermodal logistics centers and inland ports; and hub-to-hub trips vs. distribution trips.

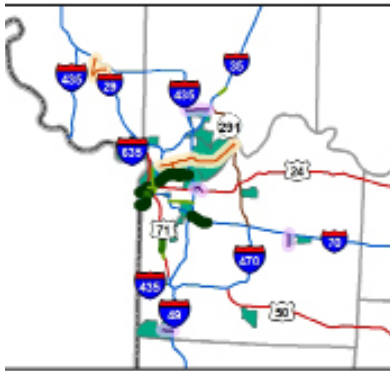


Highways

Highway System Fast Facts

- **7th largest highway system** in the country
- **33,700 miles of roadway** (5,500 miles classified as "major" highways and 28,200 miles classified as "minor")
- Major highways encompass just **20% of the state highway miles**, but **carry 80% of the traffic**
- There are **18 interstate highways in Missouri**, including 9 main routes and 9 auxiliary routes
- **Less than 1%** of all bridges in the state are considered **low vertical clearance bridges**, which means there are fewer obstacles to routes around the state resulting in a free flow of freight

Kansas City



Springfield

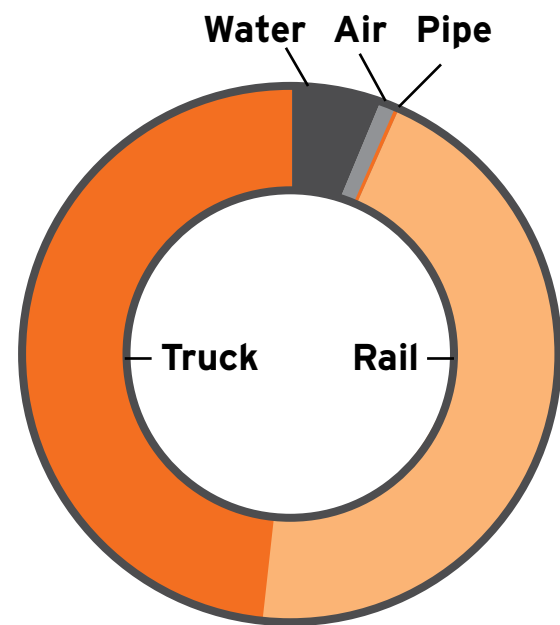


For more information
www.MOFreightPlan.org
www.modot.org
1-888-ASK-MODOT (275-6636)

3 top things to know about freight along Missouri's highways



Truck movements represented **49% of modal tonnage** in MO and **59% of total modal value** in 2011, the largest relative modal share



Missouri highway growth trends >>

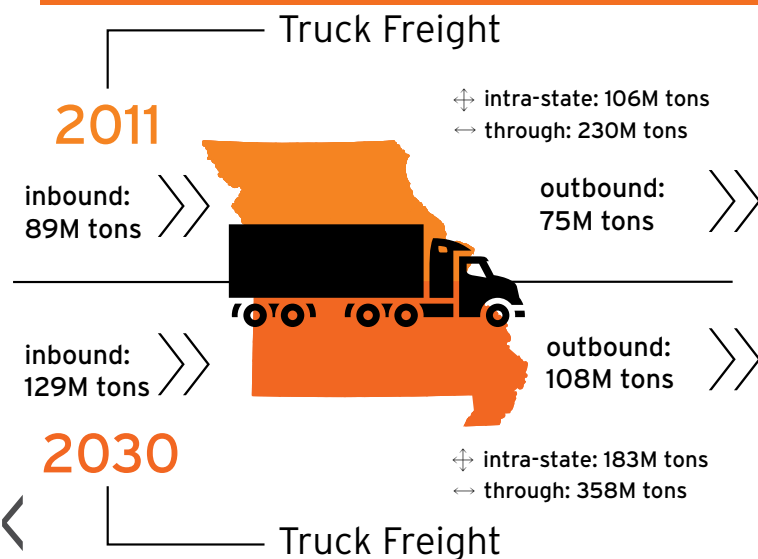
- >> Truck tonnage is forecast to increase from 500 million in 2011 to 778 million in 2030, an increase of 55.5%.
- >> Truck commodity value is forecast to increase from \$710.9 billion in 2011 to \$1.2 trillion by 2030, a cumulative increase of 68.4%.
- >> Freight density growth expects greatest volume increases on I-44 and I-55. I-44, I-55 and I-70 will all be critical to freight growth.



1 Trucks move more freight than any other mode and it's only going to increase.



Tonnage forecast by direction, 2011-2030 >>



<<< 46% of truck freight tonnage is traffic passing through the state >>>

Total Truck Freight Growth by 2030:

+ 55.6%

inbound » + 44.6% outbound » + 44.0%
intra-state » + 72.9% through » + 55.5%

2 The highway system needs improvements to better handle freight now and into the future.



Key issues identified through regional forums >>

- >> I-70 is critical to freight movement
- >> Concern about lack of funding
- >> I-44 and US 36 are other top priority corridors
- >> Concern about north-south connections like US 63
- >> Capacity and maintenance improvements to maintain reliability
- >> Deficient bridges cause delays and safety concerns

Top 5 highway system needs >>

- 1 Improved corridor capacity
- 2 Eliminate bottlenecks (could be capacity or design issues)*
- 3 Safety (truck parking, at-grade rail crossings, roadway design and geometrics)
- 4 Connectivity to major freight generator sites
- 5 A designated freight network is needed to help focus current and future freight investments

* these bottlenecks are far less severe than those in other areas across the U.S.



88 out of the state's top **100 trucking bottlenecks** are located in **major metro areas**

Approximately **20% of all bridges** in the state are **load restricted**, which could create obstacles to the flow of freight in some areas

3 The freight moving along Missouri highways is a valuable commodity.

Truck movements in 2011 totaled **500 million tons**, valued at **\$711 billion**



Top 5 highway system commodities >>

- 1 Nonmetallic minerals (such as coal, salt, clay, and marble) - 20.5%
- 2 Secondary traffic (mixed shipments of consumer goods generally going between warehousing distribution and retail locations) - 16.8%
- 3 Farm products - 16.4%
- 4 Food or food-related products - 11.5%
- 5 Chemicals or similar products - 8.4%